

# TONOPAH DAILY BONANZA

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## BEGINNING OF THE END

It may have been a presentiment of the inevitable that actuated President Wilson in refraining from formally declaring war against the Ottoman empire. The delay has been tantamount to the temporizing which prevented the United States from breaking relations with Mexico in spite of all the aggravations. The procrastination may serve us in good stead if it is confirmed that Turkey has severed relations with Germany. This report was received from the Associated Press by the Bonanza last evening too late for use in its regular edition but the fact was posted on the bulletin board outside the office. Everything portends consummation of this rupture which would do more to bring Germany to her knees than almost any other influence. Germany began the war with an eye to self aggrandizement in the east where the Berlin to Bagdad railroad was projected for the purpose of annexing the choicest part of the Turkish domain. Turkey has not been in this war through any personal grievance or sense of a deep wrong such as the other members of the central alliance could claim but, from the outset, Turkey was bulldozed, coerced, browbeaten and under duress forced to accept the decree emanating from Berlin. It was Berlin that anticipated the entry of Turkey into the war by sending two German cruisers to Constantinople there to be converted into defenses of the all pervading militarism of Germany.

The withdrawal of Turkey is notice to the other powers that the Ottoman empire, with traditional selfishness, is willing to sacrifice an ally to make the best terms she may for "an honorable peace." The Turk is as alert as any Boche in deceit and dissimulation where the stake is sufficient to warrant the duplicity. With Turkey declaring her independence of Berlin all the vivid dreams of the kaiser about erecting an empire in the east or of summoning 20,000,000 Mohammedans to the aid of the central powers, as he once boasted, vanishes into thin air. The air castles are shattered and, instead of finding an invincible ally for whose friendship countless millions of German marks were bestowed, the kaiser rises now to find that he has been stabbed in his own household. The first effects will be to strengthen the vacillating attitude of King Charles in demanding an early settlement to save his subjects from starvation and himself from possible assassination as a deserved retribution. Austria is sorely pressed by her peoples to end the war and the retirement of Turkey will fortify her resolution which may be braced to the extent of actual withdrawal. Austria has nothing to gain, for, with the financial advances from Germany, she will never be more than a vassal state with an endless debt hanging around her neck throttling industry and enterprise.

The real grievance of the Turks is that every realization of the war has been an addition to the resources of the tyrant Germany and an added tribute from the allied states which are verging deeper and deeper into hopeless and irreparable bankruptcy.

Influence of the Albanian drive should not be overlooked in this connection for the success of the Italian-French armies in Albania driving for the back entrance of the Balkan states, was directed against Constantinople. Not long ago the Manchester Union referred to this movement as the "psychological drive," adding:

Austria is miserable and wants peace and bread. Through-out her southern provinces not far from the scene of the surprising Albania offensive, are multitudes of Slavic people whose aspirations have been quickened by the entente sentiment around the idea of a new Slavic commonwealth, and who may be expected to react enthusiastically to any substantial success. Bulgaria is ugly, having been cheated out of what she considered her fair share of the Dobruja. Turkey would be pitiable if there were that in Turkey capable of stirring any emotion of pity—and Turkey is ugly, too. Now, may it not be that a blow that sends Austria reeling back homeward is depended upon to intensify the crisis in Austria, rally the Slavs, set Bulgaria to thinking and promote demoralization of the Turks.

## DEFENDING GERMANS

UPON reading in a recent copy of a Washington morning newspaper a statement, purporting to come from the war department, denying certain charges of cruelty made by one of Pershing's soldiers in this country, Senator Miles Poindexter of the state of Washington took occasion to call it to the attention of the senate. It appeared to the senator somewhat incongruous that the department through Mr. Creel of the publicity committee, should go out of its way to defend the German army, after the unspeakable atrocities that have characterized their campaigns since the beginning of the war. Mr. Poindexter was immediately taken to task by certain Democratic senators for considering as official an article appearing in the daily press. The truth of the statements was openly questioned by the senator's critics. The next day Mr. Poindexter rose to a question of personal privilege and proved the authenticity of his statement by reading from Mr. Creel's official bulletin the identical story that had appeared in the newspaper of the day before. With their recollections still fresh of the sinking of the Lusitania and the outrages in Belgium the senator gave it as his opinion that the people will pay little attention to Mr. Baker's attempted acquittal of the Germans from charges of cruelty.

## FAVORS HIGHER PENSIONS

THE action of the house of representatives in striking from a pension bill an amendment of the senate increasing the pension of the widow of a major general from \$30 to \$50 has aroused the resentment of Congressman Walter W. Magee of New York. "We might just as well say," remarked Mr. Magee, "that we will not pay an officer in the army any more than we pay a private

soldier." It has been one of the long-established rules of the pension committees of the two houses that the widow of a major general is entitled to a pension of \$50. That was at a time, too, when a soldier's widow, under the general law, was getting only \$12 per month. Since then the rate has been more than doubled and now all widows of civil war veterans get \$25 per month. In view of the increased rating for widows of private soldiers Mr. Magee sees no justification in denying the old rate of \$50, at least, to the widow of a prominent general officer.

It is better to save than to be sorry.

# GERMAN SETTLERS IN RUSSIA ARE A UNIT

(By Associated Press) AMSTERDAM, July 30.—"There is not a single German colonist in Russia who places the smallest faith in the Russian government. Our minds are made up. If Germany does not protect us with a strong hand there is only one way out, namely, to emigrate to the United States or Canada."

This is the statement of Pastor Johannes Schleuning who has come to Berlin representing the interests of so-called Wolga Germans, a farming colony of 700,000 persons, established along that river.

After the Brest-Litovsk peace, Schleuning returned from three years banishment in Siberia and made himself spokesman of 2,000,000 German settlers spread over different regions of Russia. According to his statement the colonists were incorporated in the Russian army, first sent to the Russo-German front and then some 300,000 were transferred to the Caucasus. There they underwent terrible sufferings, thousands died, those staying at home had their properties confiscated, were reduced to beggary and the Bolsheviks completed their ruin.

Wolga colonists now ask to be assisted back to Germany or permitted to settle in the Baltic provinces. Failing this they intend to emigrate to America, declares Schleuning, who thus places before the German government a problem filled with peculiar difficulties.

# MARCH OF MUNITIONS TRAIN DURING NIGHT

(By Associated Press) CAMP KEARNY, July 30.—A night march with the 115th ammunition train, part of the 40th division, especially if the country traversed is of a difficult nature, is a gripping experience.

One night recently the train marched out of a little town, with 25 miles between it and camp here and a determination to do what no other organization using heavy horse-drawn vehicles has done—march over "Poway grade" at night. The departure from the little town was quiet, horses walking, men silent, the only sounds, the rumbling of wheels, the strain of harness and the gentle thud of horses' hoofs and the dust at the side of the road. The train marches well to the right wherever the road permits it, to interfere with other traffic as little as possible.

Outside of town the motor section halted an hour or so, to allow the horse-drawn vehicles time to get well ahead. The rest of the train moved on, taking its first halt three-quarters of an hour out. This halt was a long one, giving the men time to adjust loosened girths, re-arrange anything that had become slack or changed position and generally to settle down for the march.

From this halt the way led on across a wagon bridge. The caisson, each with its eight big horses, made a striking picture as they rolled over this bridge.

Hour after hour the march continued, always at a walk, and with ten in every hour given to halts. Then the men were required to dismount. As the hour grew later and the evening darker distances between units were closed up, for the train had to be kept together and it soon was impossible to see even the gray mule that ended the first company's procession, twenty paces ahead.

It was full night when the company came to Poway grade, whose curves two other organizations had declined to face at night, and which was to be the real test of the march. Horses and men swung into the winding approach to it, aided by a lantern which an orderly held at the first sharp turn. Confined between hills close on every side, the rattle and rumble of the whole column soon was audible everywhere, drowned by spoken commands. Whistle signals echoed so it was impossible to tell whether a given signal was from the commander, an order to halt again, or merely the raucous companies repeating the last signal to halt, since superseded by one to advance. There was only one thing to do—watch the fellow in front—and everybody did it. At the same time all the drivers watched the edge of the road and kept well up against the inner bank.

Soon the column was strung out along four or five levels of the road, one above the other, as the highway zigzagged up the hillside. This was the time chosen by a number of automobile drivers to pass the caissons. More automobiles caught up

with and passed the column while it was stretched along the grade than had passed it up to that time. They made a beautiful sight, their lights throwing into silhouette the hundreds of horses and men in the line as they swung from curve to curve.

Going down the other side of the grade was a more difficult feat, so far as horsemanship and maneuvering was concerned, than coming up, but was devoid of the up-grade's frequent halts to rest the stock. The road was narrow and both trucks and caissons were broad gauge. "The trucks cannot get past, sir," an orderly reported to an officer.

"They cannot?" replied the officer. "We'll see." He rode back along the line and presently the first of the fleet of big trucks came crawling ahead, hugging the bank and with its engine roaring. All of them passed and parked in a little flat space.

Fires were built and coffee made. Cooks and mess sergeants dealt out sandwiches, a welcome contribution to visitors who were dizzy from riding through the dark. This dizziness, experienced officers said, was not uncommon among green men. It came from the monotonous motion through the blackness in which everything seemed to sway; the ground was invisible in the darkness; there was nothing steady in sight on which to fix one's eyes.

Supper being over and the stock rested by the halt, the march was resumed. After an hour or so the lights of Camp Kearny came into view, as regularly spaced as those of a city.

As dawn began to show in the sky the caissons swung into a paved road for the last two miles back to camp.

# ATTACKS BY SUBS ARE DIMINISHING

(By Associated Press)

PARIS, July 30.—The growing ineffectiveness of the submarine warfare is indicated by official figures just published by the French government, relating to the French traffic in the Mediterranean.

According to these figures, no fewer than 2060 vessels, chiefly merchantmen, with a total tonnage of 3,500,000, crossed the Mediterranean between February 24 and April 1, under escort. The average number of ships coming to or departing from France, was 240.

The submarine attacks, nevertheless, had so diminished in force that only one in four resulted in damage to the ships, and one out of every ten attacks was entirely fruitless. The result has been that the water traffic has steadily increased from January to February to March.

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# HUNTING SUBMARINES BY AIRSHIP

## ONE OF THE GREATEST SEA SPORT

(By Associated Press)

LONDON, July 14.—(British Wireless Service).—A sea sport which has arisen out of the war—hunting German submarines by airship—is described in the Times. The writer's story concludes with telling how the crew of the U-boat apparently preferred death to being captured.

One of the crew of an airship spotted a submarine lying on the bed of the ocean, in fairly shallow water.

"The wireless sparked," reads the account in the Times, "and soon away on the horizon there appeared a little destroyer, followed far astern by four squat trawlers, all racing toward the spot above which the airship cruised around.

"The destroyer came up first, of course, and it was not long before guided by wireless instructions, her guns were trained in readiness to greet the unsuspecting U-boat should it bob to the surface. It seemed ages to the impatient crew before the trawlers arrived, but things moved rapidly once they were at the scene of action, for they knew their job of old.

"Working in pairs they approached their victim from opposite direc-

tions, steaming toward each other. Between each pair a strong sweep was stretched and allowed to hang in a huge loop that it might traverse the seabed. The vessels met and crossed each other's tracks just above the doomed craft. The 'sweep' of either pair engaged the U-boat fore and aft simultaneously and held her in a gigantic cradle.

"Thus far the German boat had shown no signs of alarm although those with her must have heard the churning of the trawlers' screws. Now she suddenly seemed to awake to the menace which threatened her." The article goes on to describe the fate of the submarine. "She wriggled and squirmed about in a frantic endeavor to escape but it was useless. Not a loophole was there to be found, and at length, realizing the helplessness of her plight, she ceased to struggle. This fact was duly wirelessed by those on board the airship to the destroyer below.

Trapped securely, the enemy vessel could still rise to the surface did she so desire, and, to give her an opportunity to do so, the British craft now waited for several minutes. She

preferred to lie still; and so, at a flagged signal from the destroyer, the starboard foremost trawler and the port aft one attached a tin of high explosives to each of the 'cradle wires' and allowed it to slide downwards until it rested upon the U-boat's hull. Then those in the airship flagged a signal and upon the two trawlers two firing keys were pressed.

"Followed then the uprising of a geyser of water, and when the troubled ocean became calm, of the submarine there was no trace other than an extensive patch of oil floating upon the surface of the sea."

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**GOING TO ALASKA FOR SPRUCE TIMBER**

(By Associated Press) NOME, Alaska, July 17.—(By Mail).—Government demand for spruce lumber for airplane construction has made itself felt in this region, to the extent that staking of timber claims has commenced in the Norton bay section. A large area of timberland, said to contain approximately 5,000,000 feet of excellent spruce timber, is reported to have been staked in the Tubuktoik section recently. Some of the trees are said to measure six and eight feet through.

This timber tract is situated close to the coast and may be logged and placed in the water with little effort. Spruce growths in the Kobuk section are also said to be coming in for considerable attention and timber from that district may soon be added to the world's supply. The Kobuk section has a water frontage on Kotzebue sound.

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